

Fast start planned for 2012

Projects to start in January

The 2012 US 41 Project construction season will start early, as crews will be working in both Winnebago and Brown Counties beginning in January.

"The US 41 Project is on time, on budget and we're planning a fast start in 2012 to keep it that way," said Colleen Harris, Deputy Director, WisDOT NE Region. "Brown County is coming into the intense construction phase. In Winnebago County, the new US 41 is really taking shape—by mid October next year the Winnebago County section will be about eighty percent complete."

In Brown County, reconstruction of the Mason Street (WIS 54) interchange will begin on Jan. 2. The entire interchange will close beginning in February and will remain closed until August 2012. In April, crews will begin working on the Main Avenue (County G) interchange in De Pere. The interchange, including access across (under) US 41, will be closed to traffic with no access to or from US 41 from August through November, 2012.

Very visible changes have been underway at the US 41 / WIS 29 interchange since early in 2011, although traffic impacts so far have been modest. A unique construction technique involving bridges constructed to the side then rolled into place to reduce traffic impacts was used at WIS 29 and County J. "It was impressive, and it allowed us to install the new bridges with minimal traffic impact," said Kris Schuller, US 41 Project Communication Manager.

Preliminary work will continue on the WIS 29 corridor in 2012, with the construction of new Shawano Avenue along with ramps connecting Packerland Drive (County EB) with WIS 29 to and from the west. The Lombardi Avenue (County VK) interchange will be reconstructed from April



The four million pound eastbound bridge at County J was rolled into place in late August.

through September of 2012, although Lombardi Avenue will have two lanes open in each direction throughout construction. Access to and from US 41 at Lombardi Avenue will be maintained.

Other areas under construction in Brown County in 2012 include the bridge over US 41 at Lakeview Drive, WIS 29 mainline from County J to Duck Creek and US 41 mainline from Orange Lane to Glory Road and from 9th Street to Memorial Drive. (See page 2)

Motorists in Winnebago County saw the most intense construction season of the project in 2011. According to Tom Buchholz, Winnebago County Project Manager, motorists in the Oshkosh-Neenah area will begin to feel the roadway improvements in 2012, although there is still a considerable amount of work to do. "We're through the worst of it," Buchholz said.

Work will continue on the Lake Butte des Morts Causeway, requiring narrow lanes and a constricted roadway for two miles. The US 45 interchange and the WIS 21 interchange will be under construction until the fall of 2012, when both projects are scheduled to be completed. Mainline paving from Breezewood Lane to Witzel Avenue will continue until July of 2013, Buchholz said. (see page 4)

Current construction information and details about the project can be found on the Project web site or by calling the project hotline: (920) 492-4120.

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US 41 construction outlook for 2012



Brown County

(Construction schedules are subject to change)

 Traffic impacts  Alternate routes  Detour


1 Lakeview Drive bridge construction

August 2012 through December 2012

 | Lakeview Drive at US 41 will be closed while a new bridge is reconstructed over US 41.  | Alternate routes across US 41 include Velp Avenue and Lineville Road.


2 WIS 29 Mainline (County J to Duck Creek)

March through November 2012

Reconstruction of the WIS 29 mainline.  | Two lanes of traffic will be maintained on WIS 29 in each direction, with possible nighttime lane closures. Access to and from County EB (Packerland Drive) will be maintained.



3 New Shawano Avenue and County EB

March through November 2012

Construction of new Shawano Avenue, located north of the existing WIS 29 facility, along with ramps connecting Packerland Drive (County EB) with WIS 29 to and from the west.  | Traffic will utilize existing WIS 29 and Packerland Drive (County EB) during construction of the new facilities.



4 County RK and County J

June 2011 Through May 2012

Completion of the County RK and County J construction near WIS 29.  | In spring of 2012, County J will close for six weeks north of WIS 29. County RK will remain open to traffic with intermittent lane closures for paving operations.  | Alternative routes include County FF and Packerland Drive (County EB).


5 Mason Street (WIS 54) Interchange

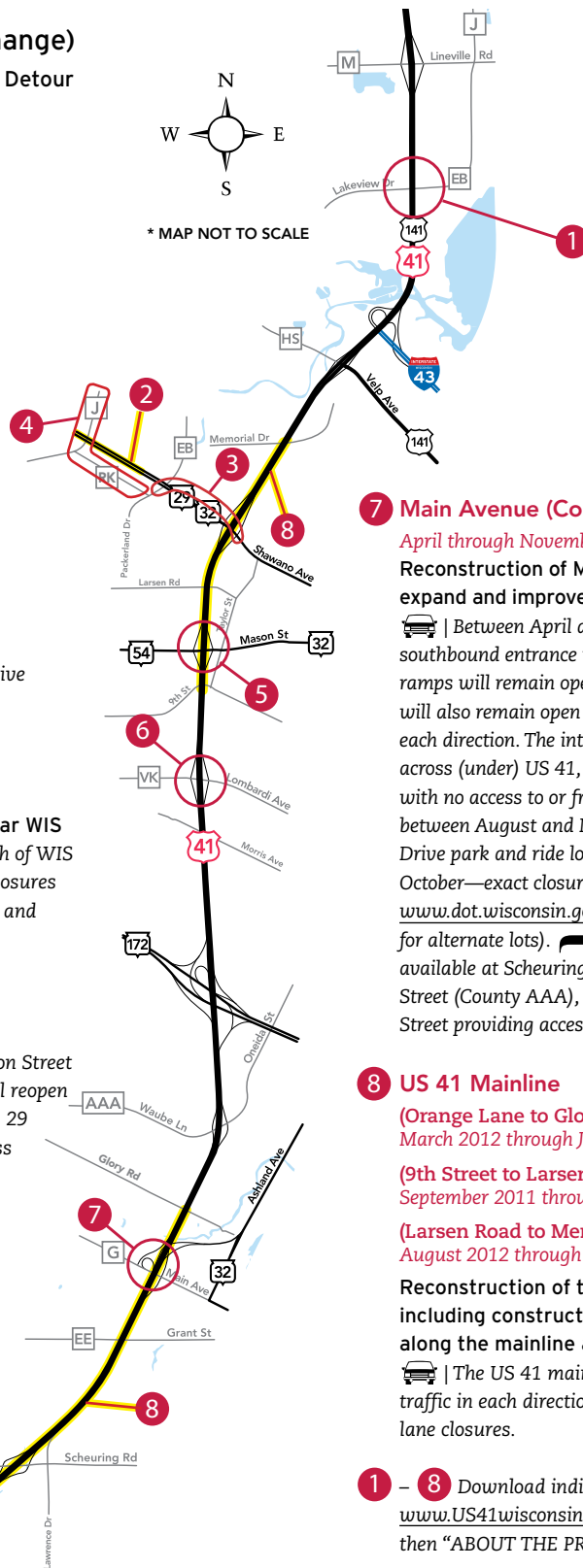
January through August 2012

Reconstruction of Mason Street interchange.  | The Mason Street interchange and bridge will be CLOSED starting February and will reopen in August 2012.  | Access to and from US 41 available at WIS 29 (Shawano Avenue) and Lombardi Avenue, along with access across US 41 at Larsen Road and 9th Street. Some intermittent closures at 9th Street will occur.

6 Lombardi Avenue (County VK) Interchange

March through September 2012



Reconstruction of Lombardi Avenue interchange.  | Lombardi Avenue will have two lanes open each direction throughout construction, with possible lane reductions at night. The one exception is from August to September, there will be one lane open in each direction along a short segment of Lombardi Avenue immediately east of Shady Lane. Access to and from US 41 will be maintained.



7 Main Avenue (County G) Interchange

April through November 2012

Reconstruction of Main Avenue interchange; expand and improve park and ride lot.

 | Between April and July 2012, the US 41 southbound entrance ramp will close. All other ramps will remain open. County G under US 41 will also remain open with one lane of traffic in each direction. The interchange, including access across (under) US 41, will be CLOSED to traffic with no access to or from US 41 for 60 days between August and November. The Lawrence Drive park and ride lot may be closed from March to October—exact closure dates to be determined (see www.dot.wisconsin.gov/travel/parkride/brown.htm for alternate lots).  | Access to and from US 41 available at Scheuring Road (County F) and Oneida Street (County AAA), with Glory Road and Grant Street providing access across US 41.


8 US 41 Mainline

(Orange Lane to Glory Road-
March 2012 through June 2013)

(9th Street to Larsen Road-
September 2011 through October 2012)

(Larsen Road to Memorial Drive-
August 2012 through August 2014)

Reconstruction of the US 41 mainline, including construction to replace box culverts along the mainline and the 9th Street bridge.

 | The US 41 mainline will have two lanes of traffic in each direction, with possible night-time lane closures.

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US 41 construction outlook for 2012

Safety remains a priority in the work zone

The US 41 Mega-Project will introduce some incredible improvements to the well-traveled highway. It also comes with some mega challenges to the team of professionals building the highway. Safety and emergency responses are top priorities for this project.

Keeping traffic moving safely and efficiently through the various work zones is the goal, according to Scott Nelson, WisDOT Traffic Engineer. That means safety for the motorists, construction workers, and emergency responders. Keeping everyone safe while keeping vehicles moving on US 41 is not an easy task.

Consider how a small delay—say a vehicle stalled on a narrow shoulder—will slow down traffic in the construction zone. According to Nelson, the rule of thumb is for every minute of delay, it takes 4-5 minutes to clear the delay and get traffic back to normal free-flow movement. So you can imagine that if anything completely stops traffic, even for a short period of time, it can cause some major headaches.

WisDOT has brought a number of tools and tactics to bear on the US 41 Project to alleviate traffic flow problems and to keep

the work zone safe. These tools and tactics include: additional law enforcement from the Wisconsin State Patrol within the work

“The speed limit is strictly enforced, with good reason.”

—Scott Nelson, WisDOT Traffic Engineer

zone; the cameras, sensors and message boards that are being built into the new US 41 as part of the Intelligent Transportation System (ITS); push bumpers for sheriff's departments' squad cars; crash investigation sites; law enforcement pads; and portable speed trailers in Brown County.

The added law enforcement patrols and collaboration with local sheriff's departments and safety officials includes monthly “debrief” meetings. “It's been a good collaboration with different agencies working together for a common goal—for quickly getting to the scene, stabilizing it, and then re-opening the highway as quickly

as we can,” Nelson said.

Nelson said the cameras—now 15 of them on the US 41 Project with controllable pan, tilt and zoom—help law enforcement officials quickly size up any traffic situation and determine corrective action. Eight message boards (four permanent, four portable/movable signs) help WisDOT communicate instantly with motorists entering the work zone.

Push bumpers on squad cars patrolling the work zone allow officers to push stalled cars out of traffic. Crash investigation sites provide a safe place for motorists who have experienced a non-injury “fender bender” to evaluate damage with law enforcement officials. The state's incident clearance law grants immunity from civil damages to any person who removes or stores a disabled vehicle, crash debris or other obstructions, unless the conduct is willful, reckless or malicious. “If there are no injuries and you can steer it, clear it, is what we advise motorists,” Nelson said.

Portable speed trailers that display the speed of passing motorists serve as reminders to slow down to those traveling through the work zone. It also collects data for WisDOT and law enforcement agencies on potential trouble spots and times. “The speed limit is strictly enforced, with good reason,” said Nelson.

While the US 41 Project is a huge undertaking with very real traffic impacts, motorists can minimize travel problems. WisDOT urges motorists to plan ahead to avoid any surprises. Allow extra time if you are going to travel through the construction zone or avoid it completely by taking an alternate route if you can. Or avoid the morning and evening or weekend peak travel times if possible.

If you must travel through the work zone, allow some extra time and be aware of the crews working near live traffic. The speed limit is reduced in the construction area and it is strictly enforced, with fines doubled for any violations in the work zone.

Keep current on the US 41 Project



If you want to stay updated on the US 41 Project—from construction updates to meeting notices and handouts—WisDOT has numerous information channels available to you. Here are some options:

- Project web site: www.US41wisconsin.gov
- Mobile web site: www.US41wisconsin.gov/mobile
- Email updates: sign up on the web site home page
- Facebook: www.facebook.com/WisconsinUS41
- Twitter: www.Twitter.com/WisconsinUS41
- Real-time travel conditions
 - Call 511
 - visit www.511wi.gov

US 41 construction outlook for 2012

Winnebago County

(Construction schedules are subject to change)



Traffic impacts



Alternate routes



Detour

A US 41 Mainline Paving

US 45 to Breezewood Lane - April 2011 through June 2013

Witzel Avenue to US 45 - August 2011 through July 2013



The US 41 mainline will have two lanes of traffic in each direction. Expect periodic nighttime lane closures from 7 p.m. to 5 a.m.

B US 45 Interchange

August 2010 through August 2012

Completion of the interchange to provide free-flow movements between US 41 and US 45. The northbound entrance and exit ramps at US 41 and the northbound flyover ramp to US 45 will be closed until July 2012. US 41 to WIS 76 to US 10 to US 45.

C Lake Butte des Morts Causeway

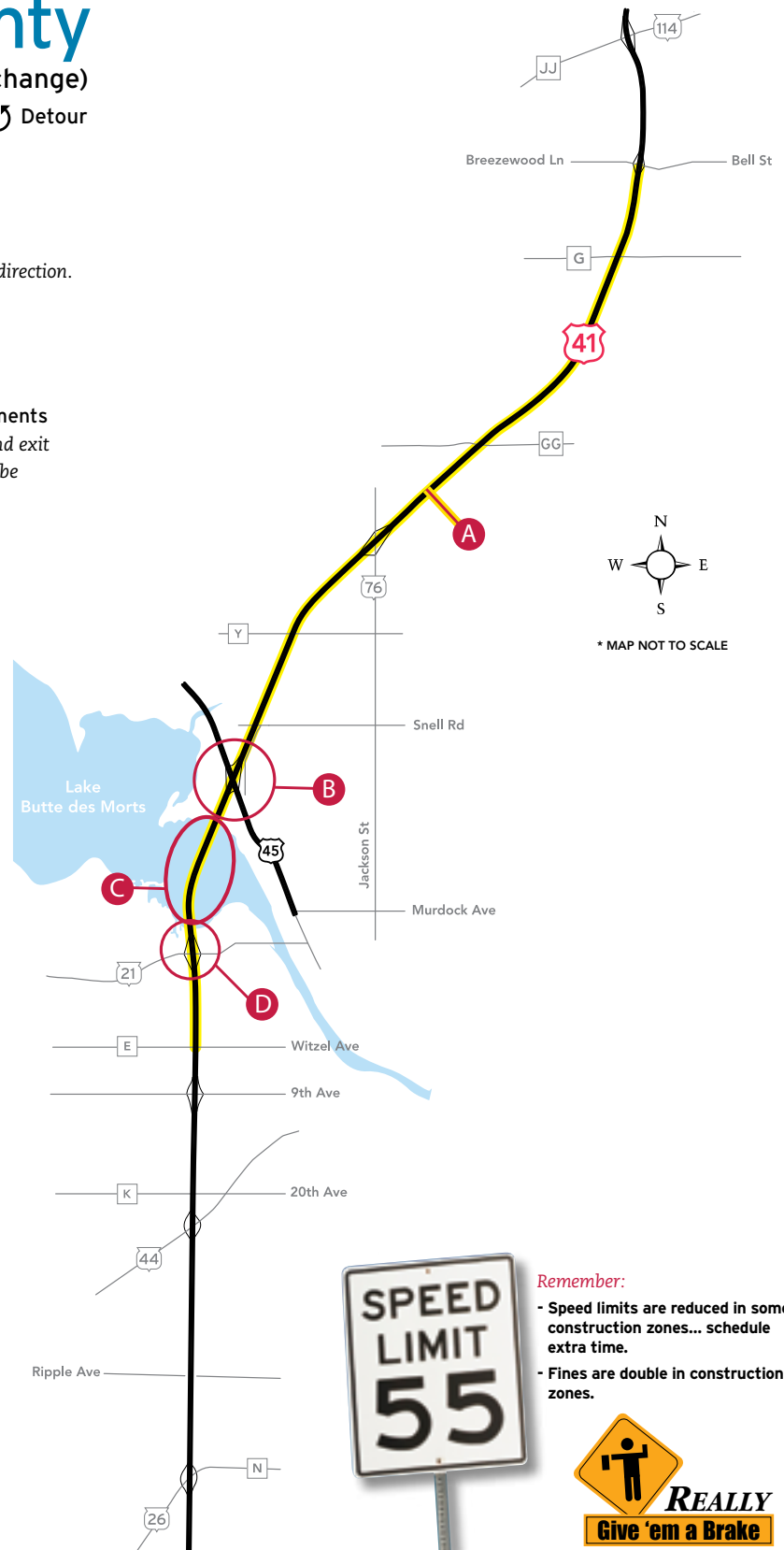
September 2011 through September 2013

Construction began in September of 2011 on three new bridge structures on the new southbound lanes west of the existing roadway. Two lanes of traffic will remain open in both directions, but lanes and shoulders will be narrow; motorists may experience temporary nighttime closures as trucks and equipment move in and out of the work zone.

D WIS 21 Interchange

August 2011 through November 2012

Reconstruct the existing interchange and roundabouts on WIS 21 and ramp ends, including bicycle and pedestrian accommodations. This interchange will close from March 2012 through November 2012. Movements to North Washburn Street/Brooks Lane and Rath Lane will always be available via WIS 21 and/or local street connections. US 41 to WIS 44 to WIS 91 to WIS 49 to WIS 21.



Remember:

- Speed limits are reduced in some construction zones... schedule extra time.
- Fines are double in construction zones.



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Roundabout Navigation 101

Walking and biking in a roundabout

Roundabouts are circular intersections where traffic flows in the same direction around a center island. They are gaining popularity in northeast Wisconsin and across the United States. The US 41 project includes the construction of 40 roundabouts.

In addition to safety and traffic flow improvements, roundabouts also reduce vehicle emissions and fuel consumption because vehicles are not idling at signalized intersections.

The speed of traffic at roundabout crosswalks is slower in comparison to traffic signals, and pedestrians make eye contact with drivers as they wait to cross. This makes it easier for pedestrians to judge when a safe gap in traffic is available.

In addition, crossing distances are much shorter at roundabouts in comparison to intersections with traffic signals. Pedestrians only have to look in one direction to see oncoming traffic, unlike traffic signals where drivers make turns across the path of pedestrians.

Pedestrians

- Cross only at designated crosswalks.
- Look to the left for oncoming traffic before entering the crosswalk.
- Halfway across you will find a crosswalk island to stop at if necessary.
- Look to the right for oncoming traffic before entering the crosswalk.
- Never cross to or walk in the center of a roundabout.
- Pedestrians have the right of way in crosswalks, but always be aware of vehicles.

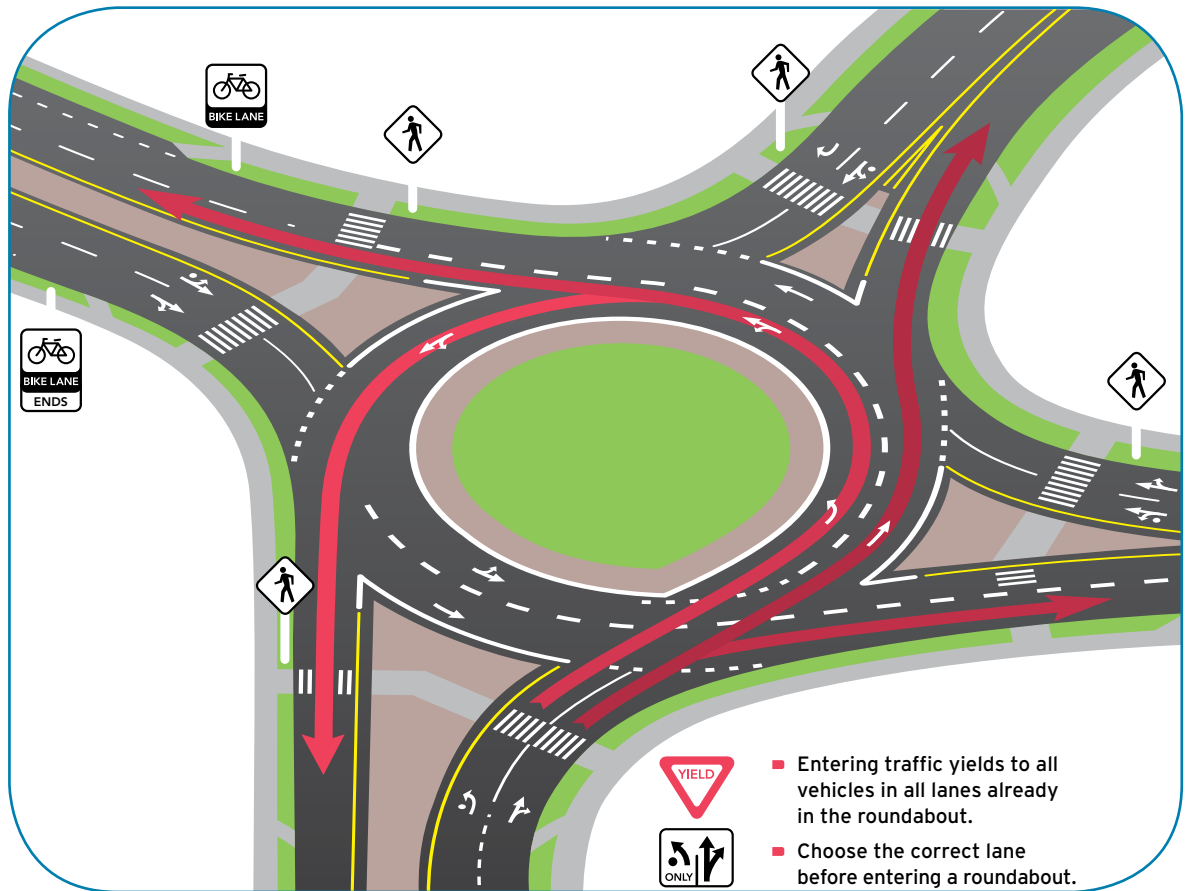
Bicycles on shared-use path

- Use the shared-use path and crosswalks following the same rules as pedestrians.
- You may ride or walk a bike on a shared-use path unless a local ordinance does not permit riding. Bike riders must give right of way to pedestrians.

Bicycles on roadway

Experienced cyclists may travel through a roundabout using the same general rules as any other vehicle.

- Merge into the traffic lane before bike lane or shoulder ends.
- Signal lane changes.
- Once inside a roundabout, ride close to the middle of the lane to prevent cars from passing and cutting you off.



- Entering traffic yields to all vehicles in all lanes already in the roundabout.
- Choose the correct lane before entering a roundabout.

- Watch for vehicles entering the roundabout.
- It's always a good idea to ride at least three feet from the curb or parked vehicles.
- Always ride in the same direction as traffic.
- Wear bright colors during the day to increase your visibility.
- Wear reflective items and use both a headlight and tail light at night.
- Always wear a helmet.

More information about roundabouts, including a brochure and a video, are available at www.US41wisconsin.gov

Wisconsin Department of Transportation

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US 41 Project Newsletter

► Fall 2011

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